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# Loudoun 2040 Comprehensive Plan

October 11, 2018 | Planning Commission Worksession



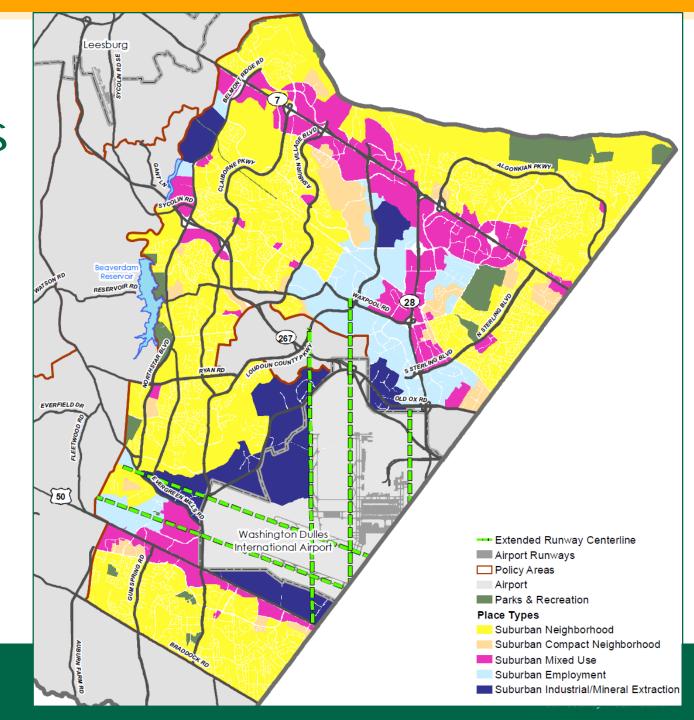
#### Order of Discussion

- 1. Loudoun 2040 General Plan
  - Significant Differences Between May 7 (1st Draft) and October 9 (2nd Draft)
  - Recommendations still to be Addressed
- 2. Loudoun 2040 Countywide Transportation Plan
  - Significant Differences Between May 7 (1st Draft) and October 9 (2nd Draft)
  - Recommendations still to be Addressed
- 3. Discussion
  - Follow-up from Meeting with Towns
- 4. Next Steps



#### 2<sup>nd</sup> Draft Loudoun 2040: Policy Areas

 Converts Route
 7/Route 28 Area back to SPA, rather than UPA



#### 2<sup>nd</sup> Draft Loudoun 2040: Place Types

1 <sup>st</sup> Draft	2 <sup>nd</sup> Draft
Urban Community Commercial	Urban Mixed Use
Urban Community	
Suburban Mixed Neighborhood	Suburban Compact Neighborhood
Suburban Compact Neighborhood	
Suburban Regional Commercial	Suburban Mixed Use
Suburban Community Commercial	
Suburban Town Center	
Suburban Employment	Suburban Employment (Some land was reclassified to Suburban Mixed Use)
Suburban Light Industrial	
Transition Commercial Center	Transition Community Center
Transition Village	



#### 2<sup>nd</sup> Draft Loudoun 2040: Place Types



Urban Transit Center areas take advantage of proximity to transit to provide opportunities for denser urban development and a host of economic, entertainment, and community activities. The area serves as gateway to the county from the region and a major destination in its own right.

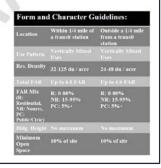
Buildings are located on small blocks with streets designed to encourage pedestrian activity. Storefronts line many streets with residences and offices up above. Roofs may hold resident or public amenities. Buildings typically extend to the lot line or have shallow setbacks. Parking is satisfied using on-street, structured, or shared parking.

#### Predominant Uses:

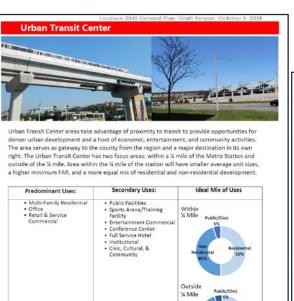
- · Multi-Family Residential
- Office
   Retail & Service Commercial

#### Secondary Uses:

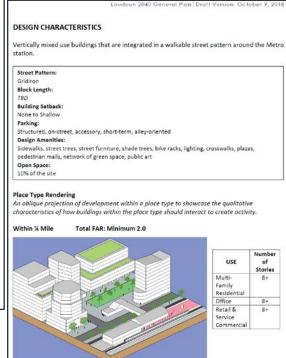
- Retail & Service Commercial
   Public Facilities
   Sports Arena Training Facility
- Entertainment Commercial
- · Conference Center · Full Service Hotel
- Institutional
   Civic Cultural & Community







**October 9 Draft** 



Multi- 8+ Family Residential Office 8+ Retail & 8+
Retail & 8+
Service Commercial

Loudoun 2040 General Plan | Draft Version: October 9, 2018

#### Outside ¼ Mile Total FAR: Minimum 1.4



	Stories
Multi-	6+
Family	
Residential	
Office	6+
Retail &	6+
Service	
Commercial	

Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in the Urban Transit Center Place Type. Changes in height or building character, where allowed, should occur mid-block to promote balanced streetwalls where both sides of the street appear similar in height. Larger developments near smaller residential dwellings should step down appropriately to respect these neighbors. Development should be transitioned from eight stories or more near the Metrorail Station to six or more stories development outside of the ¼ mile



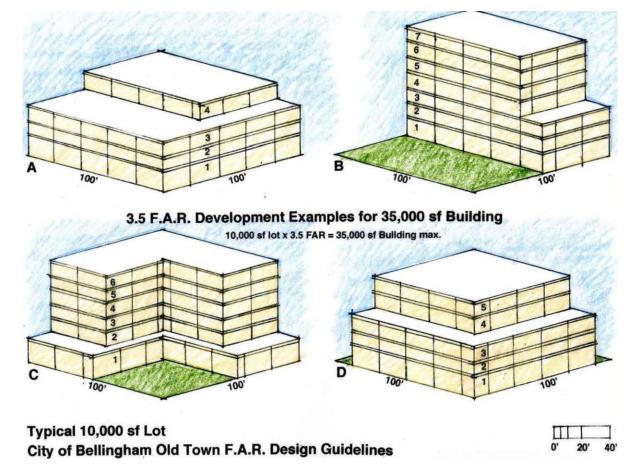


Photos displayed show Metro stations and building heights, uses, and public realm that is envisioned for the Urban Transit Center



# 2<sup>nd</sup> Draft Loudoun 2040: Mixed-Use Intensity

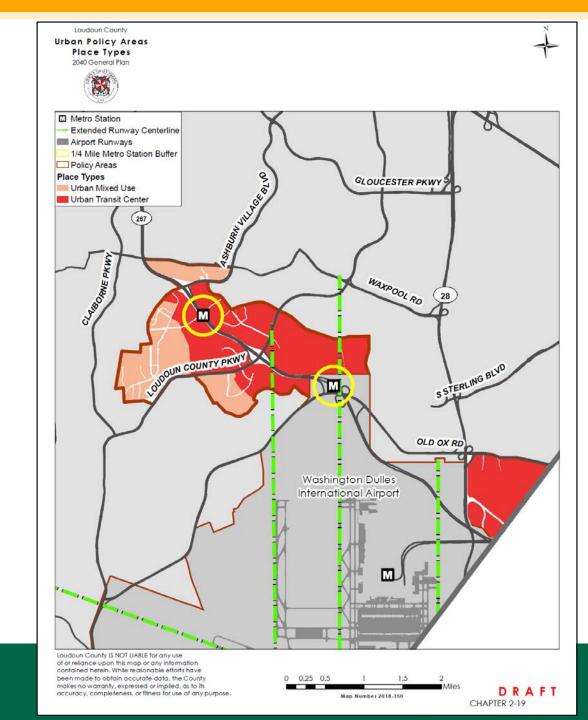
 Uses floor area ratio (FAR) for mixed-use with residential, instead of dwelling unit per acre





# 2<sup>nd</sup> Draft Loudoun 2040: Maps

- Standardized Format
- Additional Detail
  - Airport Runway Centerlines
  - Street Names
  - Landmark Features



# 2<sup>nd</sup> Draft Loudoun 2040: Housing

 Maximizes potential housing development in SPA and UPA

 Provides additional housing options, such as Compact Residential

Development

• Infill

Revitalization



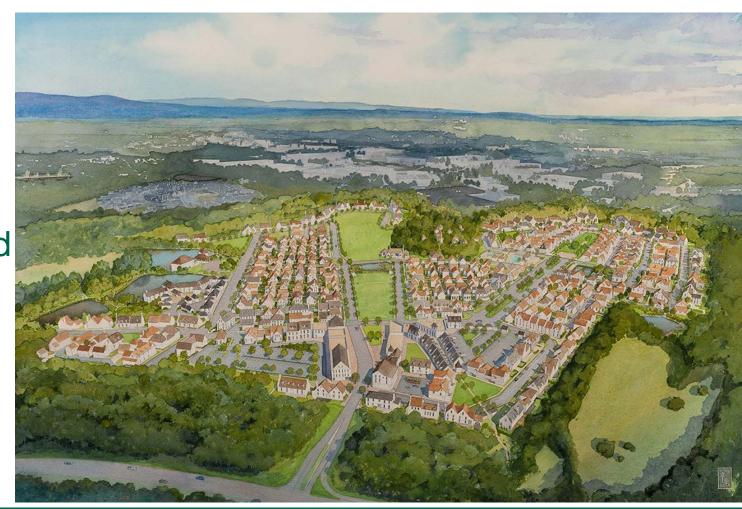




#### 2<sup>nd</sup> Draft Loudoun 2040: TPA

#### Transition Compact Neighborhood

- Targeted Land Bays
- 4 8 units per acre
- 50% Minimum Open Space
- Mix of detached and attached Single-Family products
- Small Lots; Zero Lot Lines
- Public/Civic Space
- Allowance for some nonresidential uses (+/- 10%)





#### 2<sup>nd</sup> Draft Loudoun 2040: RPA

- Additional narrative regarding rural economy and protection of the rural character, particularly near the Towns to protect their identities and "hard edges"
- Additional methods to address greenbelts and retention of the rural appearance of roads leading into the Towns



# 2<sup>nd</sup> Draft Loudoun 2040 Changes: Towns & JLMAs

- Reformatted and expanded Towns & JLMA section
- Subsections for each Town's narrative and Townspecific Policies, Strategies, and Actions
- Additional detail regarding local initiatives, projects, and issues that are unique to each Town
- Updated guidelines to address annexations by Towns with and without JLMAs



# 2<sup>nd</sup> Draft Loudoun 2040: Additional Revisions

- Additional Detail, Context, and Programmatic Information
  - Housing
  - Economic Development
  - Fiscal Management
- Strengthens Policies, Strategies, and Actions
- Incorporates "Emerald Necklace" concept for interconnected open space and natural resources
- Expanded and updated Glossary



### Loudoun 2040: In Progress Items

Items anticipated to be complete or improved prior to 10/17

- Additional Place Type Refinement
- Corrections (revise TPA description in Chapter 2 introduction; cut off labels on maps; Correction to land use on JLMA Map; Urban Mixed Use FAR; etc.)
- Additional Formatting and Editing



### Loudoun 2040: In Progress Items

Items NOT anticipated to be complete prior to 10/17

- Executive Summary
- Quality Development Section & other design-related guidance (pending a consultant workshop in November)
- Additional Glossary Terms
- Additional Graphics
- Additional Maps
- Additional Policies, Strategies, and Actions



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#### Loudoun 2040 Next Steps

October 17: 3rd draft posted online for Public Hearing

November 7: Public Hearing

November - December: Commission Review and Revisions



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# Loudoun 2040 Countywide Transportation Plan (CTP)

# Planning Commission

October 11, 2018 | Loudoun County Comprehensive Plan



## Agenda

- Significant Differences Between CTP May 4 (1st Draft) and CTP October 5 (2nd Draft)
- 2. Recommendations still to be Addressed
  - a) Typical Street Cross-sections (Chapter 2)
  - b) Potomac River Crossing (Chapter 6)
- 3. Questions



# 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 1 Update

Merged Chapter 1 & 2 of Previous Draft

• Note - All chapter numbers have changed, i.e. Chapter 3 from the previous draft is now Chapter 2



# 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 2 Update

Functional Classification Description

Update: Added the following language for clarification-

Principal Arterial - Non-Freeway (Level 3)

This classification relates to planned at-grade arterials (non-freeway) where at-grade access is
highly controlled, preferred only at major intersections. Such facilities are intended to serve large
amounts of traffic traveling relatively long distances at higher speeds. Direct property access
requires careful management to preserve traffic mobility and avoid creating unsafe and
congested traffic operations. Examples include Loudoun County Parkway, Route 7 in Sterling, and
Route 15 north of Leesburg.



# 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 2 Update

#### Widening Existing and Planned Divided Roadways

 Added policy language to widen existing and planned divided roadways to the inside wherever feasible in an effort to minimize the impact on adjacent properties



# 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 3 Update

Added Roundabout Policy (SPA, TPA, RPA) Transition Roadway Policies

Updated policy 3-3.5

**Level of Service** For public and private projects within the Transition Policy Area, a Level of Service threshold of LOS D or better will be the standard for analyzing needed improvements.

#### Rural Roadway Policies

• Removed policy 3-4.7 **Lanes** All the roads in the Rural Policy Area will be retained as two-lane roads except VA Route 7 (Harry Byrd Highway) and portions of US Route 15 (James Monroe Highway), and VA Route 621 (Evergreen Mills Road).

 Removed policy 3-4.10 Level of Service For public and private projects within the Rural Policy Area, a Level of Service threshold of LOS C or better, overall and by approach, will be the standard for analyzing needed improvements.



## 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 4 Update

#### Additional Language (per MWAA request)

• US 50 Alternate - "Any portion of the proposed arterial corridor that traverses Dulles Airport property will be coordinated with and approved by the Metropolitan Washington Airports Authority."

#### Previous DTCI Recommendation

- Dulles Airport also features the Smithsonian Institute's Udvar-Hazy Air and Space Museum in the southeast corner of the airport. This cultural center is easily accessed from Loudoun County via Route 28 and US Route 50 via Air and Space Museum Parkway. Access is from the interchange at Route 28 and Air and Space Museum Parkway. The current approved 2016 Washington Dulles International Airport Layout Plan identifies a specific site for a future southern terminal; to be situated in between existing Runway 01C/19C and Runway 01R/19L, south of existing Runway 12/30 and in between a future Runway 12R/30L. There will be two public access options available in combination with a future dedicated terminal access road:
  - 1) From the north using the existing Dulles Airport Access Highway;
  - 2) From the east using the existing Air and Space Museum Parkway.
  - Alternately, if this area is developed for purposes other than a terminal, the same two public access road routes will be used.
- DTCI staff recommendation is for the underlined text above to be removed from the draft plan



# 2<sup>nd</sup> Draft Loudoun 2040: CTP Chapter 7 Update

#### Added policy 7-1.4 Electric Vehicle Charging Stations

The County encourages the use and installation of electric vehicle charging stations at County owned facilities and County park and ride lots. Electric vehicle charging stations are encouraged to be installed at private parking lots.



#### 2<sup>nd</sup> Draft Loudoun 2040: CTP Roadway Map Update

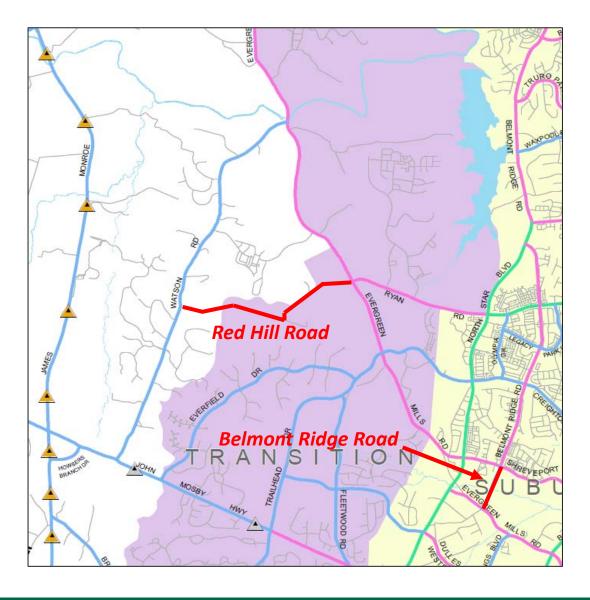
#### Red Hill Road

- Two-lane minor collector
- Additional east-west connection between Watson Road and Evergreen Mills Road

#### Belmont Ridge Road

- Four-lane minor collector for its entirety
- Consistent with the 2010 CTP

#### **Airport Runway Centerlines**

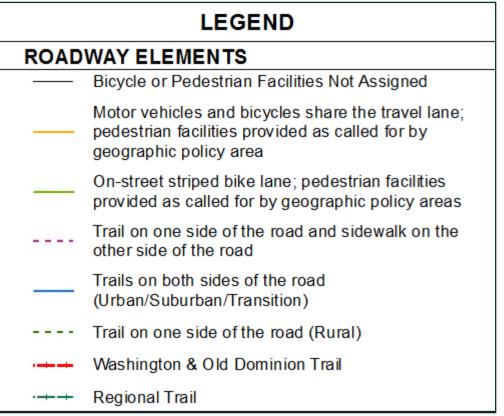




#### 2<sup>nd</sup> Draft Loudoun 2040: Bicycle and Pedestrian Plan Map Update

Legend was updated to provide clarity

Airport Runway Centerlines





### Loudoun 2040: In Progress Items

Anticipated to be complete prior to 10/17

Chapter 2 Typical Street Cross-sections

The street sections below relate motor vehicle and bicycle and pedestrian accommodations for planned roadways including:

- Cross-sectional elements (i.e. shoulder and ditch or curb and gutter)
- Number of travel lanes
- Turn lane requirements
- Bicycle and Pedestrian facilities

Example: Two lanes; on-street bicycle lanes; on-street parking; sidewalks on both sides of the road



Example: Six lanes; median divided; trail on both sides of the road





#### Loudoun 2040: In Progress Items

Anticipated to be complete prior to 10/17

#### New Potomac River Crossing

- Board of Supervisors direction (Business Meeting, September 20, 2018)
- Staff is developing narrative and policy language to include in the October 17, 2018 draft



#### Questions?





